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Critical Entry Point: Gil Prado, executive director of the Boulevard CID, left, and rendering of improvements to Fulton Industrial Blvd.

automated transit network – personal rapid transit, autonomous shuttle and microtransit – and launch each by the end of 2022.

The autonomous shuttle demonstration project would operate eight hours a day, five days a week, in a business park where there are three MARTA bus stops. The project, which would run for two years, was presented to the Clayton County Board of Commissioners and is awaiting a decision on funding.

The microtransit solution is a ride-sharing minibus that would operate within a specific district in the airport region; those working at the airport could access an app to request a ride to and from work within the district.

“That project was shortlisted by the Atlanta-Region Transit LINK Authority (ATL) for funding,” says McDowell. “They will decide by July 1. The request was for roughly \$1.5 million for two years.”

Finally, working with Fulton and Clayton counties, Hartsfield-Jackson, MARTA and the State of Georgia, the AACID is seeking funding for a third demonstration project – an airport circulator traversing a 20-mile network that would encircle the airport and make stops at strategic locations, potentially including Delta Air Lines and Porsche Cars North America headquarters, the domestic and international terminals and the College Park MARTA station.

funding from the private sector.”

Boulevard of Restored Dreams

In a region that is remaking itself, Gil Prado, executive director of the Boulevard CID, is having a good year. Named “Economic Developer of the Year” at the South Metro Development Outlook Conference, Prado was pleased but not resting on his laurels. The CID has 50 million square feet of industrial space (97% occupied) and is home to 28,000 jobs. And it’s seeing exciting revitalization including the area around the Fulton Industrial Boulevard and I-20 interchange where Prado says the county has, over the past few years, acquired property – usually derelict motels – for redevelopment.

“We’re in the process of facilitating a design charette with the CID board and stakeholders to help envision what should go in that area,” Prado says.

A recently wrapped-up freight cluster plan created a to-do list of improvement items, large and small, to tackle over the next five to 10 years.

“The main project that was identified in the plan was intersection improvements at Fulton Industrial Boulevard and Donald Lee Hollowell Parkway,” says Prado. “This is a major intersection as well as a gateway enhancement project. [It] is a critical entry point for trucks and vehicles to access the entire district.”

The project includes extending the existing streetscape along Fulton Industrial Boulevard and improving sidewalks and pedestrian access, lighting, trees and a landscaped median. It will also include operational and safety improvements at the intersection by adding a dual left-turn lane from Donald Lee Hollowell Parkway to Fulton Industrial Boulevard southbound.

The CID committed \$890,000 of its own funds and applied for \$4.5 million from the ARC to pursue the project. They expect to hear back on the funding this summer. And like other CIDs, they’re knocking on the door of the federal government.

“We’ve already had conversations with [aides to] Senators Ossoff and Warnock,” says Prado. “A lot of that funding is going to flow through the state and through the ARC into the CID. But the timing is perfect. We have the plan, and the funding is there. We have 52 projects and we’re ready to go.”

Telling a Good Story

The 6,446-acre South Fulton CID, located primarily along the Oakley Industrial Boulevard corridor, is made up of ware-



Improving Safety: A South Fulton MARTA bus stop